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REPORT NO.

TOPIC Jueterbog Altas Lager Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 7 November to 1 December 1952

DATE OBTAINED DATE PREPARED 19 January 1953

REFERENCES 25X1

PAGES 4 ENCLOSURES (NO. & TYPE) 25X1

REMARKS

1. On 7 and 14 November 1952, no air activity was observed at Jueterbog Altas Lager airfield. It rained and snowed, and there was a closed cloud base. Aircraft observed at the field included 3 jet bombers on the eastern edge, 14 jet bombers on the northern edge and 18 single-engine planes parked in two lines east of the flight control building.¹
2. On 14 November, a total of 17 shrapnelproof aircraft revetments, including 9 on the eastern edge and 8 on the southern edge, were completed at the field. Additional revetments were under construction. The U-shaped revetments about 20 meters in diameter, were open toward the field. The height of their earth walls was estimated at 3 meters.²
3. A radio installation with four masts was newly erected on a hill south of Jueterbog, about 3 km east of the airfield. In the middle of the square of masts, there was a cabin with a vertical rod on top. Five men were erecting another radio installation with one mast south of this radio installation.³
- 25X14. Trucks were observed entering and leaving the field.
5. The following observations were made at the field between 11 and 27 November:
- 11 November. Up to 1 p.m., there was air activity by six IL-28s which were fitted with auxiliary fuel tanks and an UIL-28 which had no auxiliary fuel tank. The planes remained aloft for about 25 minutes. An incident occurred when plane took off while the IL-28 plane was on the runway. In order to avoid a collision plane taxied from the runway on the sodded landing field where it sank deep in the ground. Since the plane could no longer move under its own power it had to be towed by two caterpillar tractors on the runway and back to the repair hangar.
- 13 November. Six men repaired the landing gear
- 12 November. Nine ground attack planes flew in flights for about 30 minutes. Plane had to land before its proper time, apparently because of engine trouble. Its engine was being dismantled in front of the repair hangar on 13 November. Aircraft observed at the field included 12 jet bombers and 2 IL-28s which were parked in front of the hangars on the northern edge of the field, 8 IL-28s along the

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25X1 railroad line, and 4 IL-28s [] in front of the middle hangar of the group of hangars located in a north-south direction.

13 and 14 November. There was no air activity.

25X1 17 to 21 November. No air activity was observed. On 17 November, a swept-back jet fighter [] was parked in front of the repair hangar.

25X1 20 November. Sixty-two ground attack planes were parked at the field. Of these planes, 12 were parked in front of the northern hangar of the group of hangars located in a north-south direction, 12 were in this hangar, 20 were parked around the small woods east of the middle hangar, 6 were in front of the southern hangar, and the remaining planes were parked west of the small woods. Maintenance work was being done on the ground attack planes parked in front of the northern hangar of the group of hangars located in a north-south direction. The planes were being spray-painted a gray-green color. Some engines were being test run. []

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25X1 21 November. The engines of the ground attack planes and the jet engines of the jet bombers [] were being test run for a short time.

25X1 24 November. The jet engines of the IL-28 plane [] started by means of a battery car. It took 4 minutes from the time the cable was attached until the engine was running. The jet engines ran for a few minutes only. Maintenance work was being done on the ground attack planes [] which were parked in front of and in the northern hangar of the group of hangars located in a north-south direction.

25X1 25 November. At 8 a.m., ground attack plane [] took off for a flight which lasted 10 minutes. Between 8 a.m. and 4 p.m., maintenance work was being done on 20 jet bombers [] and 4 jet bombers []. At 3:30 p.m., a jet engine was being dismantled from an IL-28 plane [] and, subsequently, it was run at full speed on the test stand for about 35 minutes.

25X1 26 November. Between 12:20 and 1:10 p.m., the ground attack plane [] practiced flying. After the landing, the plane was parked in front of the repair hangar where the engine was being dismantled. Maintenance work was in progress on the parked jet bombers.

25X1 27 November. Six men including two officers dismantled the right jet engine from an IL-28 plane []. They used a truck with a hoisting gear.¹

25X1 6. In mid-November, work was in progress on the sites of the shrapnelproof aircraft revetments, some of which were completed. Work was being done by soldiers wearing red-bordered black epaulets. Of the aircraft revetments, 5 were located in the area of the former hangars 1, 2, and 3 along the railroad line. They opened to the west. Two other revetments which were open toward the east were located in the small woods just east of the middle hangar of the group of hangars located in a north-south direction, and two revetments were located in the area of the westernmost hangar of the former hangars. Work was still in progress there. Ten revetments which opened toward the north were located south of the runway at irregular distances from the southern edge of the field. Twelve additional revetments were under construction in the southeastern corner of the field. Those aircraft revetments which were under construction between 17 and 21 November had another shape than the completed ones. They were about 17 meters wide and 1.5 meters high. [] determine for certain that the shrapnelproof revetments were to serve as parking facilities for aircraft only.²

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- 25X1 7. Between 17 and 21 November, [] a radio installation with one mast was erected about 600 meters east of the eastern end of the runway. A wooden ca' in was standing next to the mast. Another radio installation with one mast was set up at the Blanken Teich, northeast of the swimming pool. It was surrounded by a board fence which was 1.5 meters high. The construction of the radio installation in the extension of the runway made it necessary that a field path which extended from the Altes Lager - Jueterbog road to the southeast was blocked. In 25X1 late November, [] the radio installation near Eckmannsdorf was removed. It was probably re-erected near the Blanken Teich. Work on the radio installation in the extension of the runway was not yet completed in late 25X1 November.³

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10. On 26 November, [] the administrative and medical officers and the Kech officers who were assigned to the ground attack unit wore red ribbons and pipings around their caps and red-bordered epaulets.
11. In mid-November, a woman interpreter mentioned Major Kramarov (fmu) (phonetic spelling) as the chief of the former avio technical school and the repair hangar.⁵
12. Between 17 and 21 November, no air activity was observed at the field. Most of the EM were in their quarters or were given instruction. The weather was bad. After a snowfall, the runway was not cleared.⁴
- 25X1 13. In mid-November, [] the IL-28 plane [] had a tube from which the tow rope projected. This tube was attached to the plane by a fixing rope or a strut. In the second half of November, the landing gear of an 25X1 IL-28 plane was dismantled while the fuselage of the plane was slightly raised by means of a jack which resembled an autojack.⁶
14. On 18 November, bomb crates were shipped to the ammunition bunker from the small woods east of the middle hangar of the group of hangars located in a north-south direction.
15. Between 3:20 and 4:15 p.m. on 15 November, there was no air activity at the field. The sky was overcast, and the weather was very hazy. About 20 canvas-covered jet bombers with auxiliary fuel tanks were observed at the field. Nine of the planes were parked along the railroad line.¹
16. Seven shrapnelproof aircraft revetments were observed along the railroad line as far as the IL-28 plane parked farthest to the south.² Just south of the revetments, there were 4 or 5 earth bunkers and a large tent and adjacent to the tent an AA gun emplacement with five 37-mm AA guns.⁷

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17. On 15 November, [] the eastern approach lane was marked by lamps on poles which were braced by three guy wires each. The first pole east of the railroad line was about 2.1 meters high, the next had a height of about 1.6 meters and the other poles were respectively lower. The lamps were about 50 cm in diameter. West of the railroad line, there were two other lamps on poles, about 2.1 meters high, which were connected with the runway lights. The runway was in the extension of railroad kilometer marker $\frac{2}{4}$.

1. [] Comment. Justerbog Altes Lager airfield is still occupied by an air reconnaissance regiment equipped with about 22 IL-28s, a bomber regiment equipped with about 8 IL-28s, and a ground attack regiment equipped with 55 to 60 IL-10s. The individual regiments park their aircraft [] There was little air activity because of unfavorable weather. The type of air training was not changed when compared with previous observations. []

2. [] Comment. The construction of shrapnelproof aircraft revetments has been accelerated. From available information, it is inferred that about 60 aircraft revetments are to be erected. According to the dimensions [] the revetments are built for IL-10 planes. For sketch of shrapnelproof aircraft revetment, see Annex 1.

3. [] Comment. The information that a second PKV-45 DF station is being erected east of the field is received for the first time. It was previously known that such a DF station was located 1 km east of the eastern end of the runway. The outer landing beacon is located at the Blanken Teich. Apparently the radio installation with one mast which was previously located near Danna, 5 km west of the western end of the runway was recently erected near this landing beacon.

[] Comment. [] in Reinsdorf [] the ground attack regiment was stationed there during the summer months. [] previously believed to be [] a signal or motor transport unit in the Lehnin area near Berlin.

5. [] Comment. Major Kramarov probably is Major Kramenov who was reported in connection with the dismantling of jet engines of IL-28 planes at Justerbog airfield.

6. [] Comment. A previously forwarded sketch showed the attachment of the tube for the tow rope. [] For strut or fixing rope, see Annex 2.

7. [] Comment. The AA gun emplacement was repeatedly mentioned in previous reports.

8. [] Comment. For sketch of flare path along the eastern end of the runway, see Annex 3. The railroad kilometer marker $\frac{2}{4}$ is not entered on the plane table sheet.

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